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Sailor's Magazine



and
SEAMEN'S FRIEND
TO TITTLE - N.Y.

AMERICAN SEAMEN'S FRIEND SOCIETY.

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE, besides articles on the sea, ships and seamen, represents the work of the AMERICAN SEAMEN'S FRIEND SOCIETY and more briefly of kindred societies.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine should always give both the old and new address, in full.

THE LIFE BOAT, an eight-page monthly paper, represents in Sunday Schools the Loan Library work of the Society. Sunday Schools contributing \$20 for a loan library receive fifty copies monthly for one year, postage prepaid.

THE SEAMEN'S FRIEND, containing matter suitable for seamen, is issued quarterly and distributed gratuitously among them. It is supplied to similar societies at the rate of one dollar per hundred.

Provided a request is sent annually for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, gratuitously, should give annual notice of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGE, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars one time a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$_____, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MACAZINE AND SEAMEN'S FRIEND

Vol. 72,

MARCH, 1900.

No. 3.

For The Sailors' Magazine.

SONG.

When from the cliffs at dawn of day
The roving sea-gull screams
And wings his way across the bay
I waken from my dreams,
And swifter than the sea-gull's flight
My thoughts fly far away,
And all day long a lilting song
Within me seems to say,
O sun, shine bright, and winds,
blow right,
Over the bounding sea,
And swell the sail with favoring gale,
And bring my love to me.

When fading light brings back at night
The rovers of the sea,
And stars arise like angel eyes
To watch my love and me,
The whispering air takes up my prayer
And wafts it far away,
And One who hears shall calm my fears
And bring him back some day,
O stars, shine bright, and winds,
blow right,
Over the bounding sea,
And swell the sail with favoring gale,
And bring my love to me.

GEORGE TAYLOR

A SAILOR OF SEAS.

I sail upon a mighty sea
Before the blast;
The waves of God encompass me;
Borne on the deeps of Deity
I float from Vast to Vast.

I sail upon a mighty quest
Through deep and shoal;
The waves of many climes I breast
Tow'r'd unknown islands in the West
And Indias of the soul.

A star I follow from afar:
I quit the shore;
I sail from out the harbor bar,
Morn's twilight gilding sheet and spar—
And I return no more.

I sail beyond the horizon's marge,
And on I tend;
And Fear begins her ominous charge,
“Behold the seas of God are large,
And whither is the end?”

"The seas of God are large. Away!
Stout sailors we.
Behold above the surge and spray,
Behold, my Star—it shines alway—
Sail on! Put out to sea!"

"My caravel shall sail afar
And find, some day,
Cipango under many a star,
And many a new America,
And many an old Cathay."

"And when we find those far lands,
when
Shall we have rest?"
"We'll tarry for a space, and then
We'll seek new nations of new men
Within the farther West."

"And when we've crossed the Seas of
Snow
And Seas of Fire,
Ah, whither, whither, shall we go?"
"Go where the outward currents flow
To the Isles of our Desire."

"And when those Western strands we
win,
Shall we find rest?"
"Our voyage ends but to begin;
We'll seek new continents within
The West beyond the West."

"What gulfs," says Fear, "are in the
West
Far in the night?
What Isle of Demons lifts the crest?
What kraken heaves the ocean's breast?
What spectre shapes affright?"

"There may be spectres on this sea,
Afar and near;
But waves of God encompass me,
And on the deeps of Deity
There is no place for fear."

"But lo! the seas of God are wide
And deep," says Fear.

"Hear ye the tumult of the tide?
God's wrath is strong; where shall we
hide?"

"On! on! Right onward steer."

"From stranger seas new stars arise
With baleful rays;
Strange winds are blown from alien
skies;
From wrecked Armadas come the cries
Of dying castaways.

"Oh for one rood of solid sod!
Our timbers groan!

On midnight seas we are tossed abroad—
There is no light—mayhap no God—
And we are all alone!

"Ah, we are all alone," Fear saith.
"All light has fled;

I fear the whirlwind's merciless breath
May blow us on the Crags of Death"—
"Sail on!" I said.

"The Crags of Death by Fate's de-
crees

May wreck us." "Then?"

"Ah, then we sink to other seas,
And wider seas are they than these—
And then we sail again."

SAM WALTER FOSS.

EDITORIAL PARAGRAPHS.

HARPERS' Monthly and Harpers' Weekly are still in the front as exponents of the literature and civilization of the day.

"I AM afraid this is my last contribution of the kind; younger women will have to do this work." So writes one on sending a dozen comfort bags to this office. Yes: the younger must take the place of the older, if the work is to go on, the work of the needle and the work of the money. Will the older, who are not long to remain with us,

impress this thought on the younger ; the mother on all her daughters, the father on all his sons ? So many are getting away, not only from the faith of their fathers and mothers, but also from the charities they loved and served.

APPENDED to Mrs. WHITE's article in the February Magazine was a note of the Editor intended to elicit information in regard to Sailors' Missions in the West Indies. In reply to the statement that the Y. M. C. A. has "a small reading room for sailors and landsmen," a secretary of the Y. M. C. A. writes "At 47 Calle del Sol, San Juan, we have a building fitted up for the use of the soldiers and sailors. There



are in the building nine good-sized rooms, besides a long porch and courtyard. . . . We have full facilities there for correspondence, with reading room, library, game rooms, &c., and every sailor is made welcome here." Other testimony sent by the secretary of the Y. M. C. A. affirms that the sailors write many letters expressing their appreciation of the place ; as one says "There is certainly a good spirit behind the movement, and we ought to appreciate it. I for one do." Of several pictures of the Y. M. C. A. rooms one is herewith presented.

It is hoped that Mrs. WHITE's article will bring out similar testimonies from other West Indian ports.

DONORS of loan libraries would be greatly pleased with those now

going to sea in their name. Timely are the History of Spain, How Santiago Fell, The Life of Admiral Dewey, and The Life of Oliver Cromwell. Bright and stirring are the Cruise of the Cachetot, The Young Franc-Tireurs, Brave Men and Brave Deeds, The Wreck of the Golden Fleece, The Life of Nelson and several patriotic stories and books of travels. Of good stories there are a number, by HUGO, ANNIE S. SWAN, AMELIA BARR and others. There is a fresh and fascinating biography of JAMES EVANS, by EGERTON R. YOUNG. Of religious books there is the racy Dan'l Quorm, the graphic Malcolm Kirk, the absorbing Sky Pilot, the striking Atheist Shoemaker, and the spiritual Around the Wicket Gate. There are books also in several foreign languages. We cannot give a full list, but wish the donors could see the library and with the mind's eye could see the sailors at sea poring over these books in leisure hours.

These libraries cost the donors \$20 each. Besides the cost of the books there is the expense of book cases, room-rent, clerk-hire, carriage of libraries to and from the vessels, bookkeeping, correspondence with ships' officers and with donors, the occasional loss of books, sometimes the total loss of the library, and wear and tear from use. Taking all this into consideration, it is a mystery how forty-three volumes can be given for \$20. It is solved in part by the experience of Mr. JOHN H. PIERSON, who has been the buyer of the books for nearly forty years, and who adds to his large knowledge of books familiarity with the book trade and with sailors' tastes and needs, so that he knows what books to buy and where to get them at the cheapest rates. It ought to be added that his heart being in the work his head is never out of it, therefore his eyes are always on the lookout for what should be interesting to seamen.

A local chaplain recently complains that his society is largely unknown in the city where its work had been carried on for forty years. This is a chronic subject of complaint. The fault does not always lie with the chaplain or the society. There are deaf ears that will not hear and sieve memories that are warranted to let charitable objects slip through. Let sailor societies, however, resolve to make their presence known in every community where they exist. Printer's ink and pulpit advertising are not sufficient, for pulpits may refuse to read the notices sent and newspaper advertisements may not be seen. Besides the usual modes of making the work known, the directors of the society, not the chaplain only, should use all their inventive wit to make new ones, so as to let the whole town or city know that the men on the ships are in need of moral and spiritual help and must have it.

Do the preachers know? The churches? The benevolent? The shipowners? The citizens at large? Let it be a society question, always asked even if not finally answered, namely, what can be done next to give information? Alas! indifference will take the information and add it to the dead mass that makes memory a graveyard of forgotten facts, but not all are indifferent; some simply need to know in order to pray, give, labor.

ON March 31 the fiscal year of this Society closes. Notwithstanding the record of successful work in the SAILORS' MAGAZINE, the treasury is \$10,000 behind the year's needs. Let us have at once five hundred gifts of \$10 each; fifty of \$50 each; and ten of \$250 each; and to make up for failure of many to respond to this plea, let some give \$1,000 each, and many \$100 each, and many more \$5 or \$1 each; and if \$20,000 should be given, that sum would not be beyond our needs, for there is always a larger demand for aid than can be met.

A thousand copies of the February Magazine containing an appeal for special donations are mailed to as many selected names. In vain? God forbid. The world has money enough for municipal adornment, art, music and libraries; let Christians give of their means for building up the Kingdom of Christ.

AMONG the interesting facts in the annual report of the Churchmen's Missionary Association for Seamen in Philadelphia are these: that the manager of its Home has been appointed a deputy by the U. S. Shipping Commissioner, and he found berths for nearly one hundred sailors in three months without cost to the men; that an average of nineteen seamen have boarded in the Home per day; and that a naptha launch visited 482 vessels in three months, leaving a package of reading matter on each one. There are five or six other agencies at work among seamen in Philadelphia; it is evident that the Episcopalian Society does not mean to be behind them in efficiency.

THERE are between twenty and thirty workers for seamen in the various missions of the greater New York, and it has seemed good to many of them to meet monthly for prayer and conference. The first meeting was at the Sailors' Home and the second at the Episcopal Mission at 34 Pike Street. The next meeting will be at 399 West Street. The intention is to meet the first Tuesday of each month, at 3 p.m., going from mission to mission. The service is confined to those who are actually engaged in the work of the various sailor-missions. A motto

suggested is this: "in honor preferring one another," obedience to which will keep out all petty jealousy and promote the brotherly love which ought to mark men and women devoted to evangelistic work. Sixteen were present at the last meeting and the prayers indicated the presence of the Holy Spirit.

The editor of this Magazine often hears of the loneliness and isolation of seamen's missionaries. Let them get together in large ports and have a monthly meeting for prayer and conference, give and get the lessons of their common experience, and warm each other's hearts with mutual love.

IN Fort Stanton, New Mexico, the United States government maintains a sanitarium for consumptive sailors. This Society has made them a handsome gift of books, and surgeon COBB writes that "the sailors are very much pleased with them," but "regret that there are not more." Perhaps there are readers of this Magazine who would like to add to their number. If so, let the books be sent prepaid to this office marked "Sanitarium," and when a goodly number are in hand they will be sent by a government channel to Fort Stanton. Remember that they are for sailors, sick sailors, sick sailors in a sanitarium, and let the books be bright with the light that is on sea and land, and with "the light that never was on sea or land."

THE following was written for this Magazine by "H. M.," an aged inmate of the Sailors' Snug Harbor, and it is so healthy in head, heart and body that its slight lameness in the feet may well be pardoned. The paper issued by this Society for sailors exclusively is called "The Seamen's Friend," but they see the SAILORS' MAGAZINE in their reading rooms the world over, and often acknowledge the profit received from it.

'Tis a pleasure to scan its pages o'er
And read the poetry and prose,
Good, solid reading, adorns each page,
And continues on unto the close.
Good Christian thoughts inspire each
page,
As it sails on its cheering way;
It seeks to do the seamen good
And lead them to the perfect day.
It lifts their souls from grovelling earth
To a rich portion of God's love,
It points them to a higher life,
To that "Snug Harbor" up above
Where care and trouble are never known,
Where the weary are at rest;

Where we shall meet the loved ones there
In the mansions of the blest.
All hail, the SAILORS' MAGAZINE,
Its selections are very fine;
It travels well around the world
And visits almost every clime.
'Tis ever manned by a Christian crew,
Temperate and truthful are their ways;
While perusing its pages 'tis a balm to
us,
And we cannot give it too much praise.
So man the yards and give it three cheers,
Yes, the best that we are able;
And may we for many years to come
Oft see it on our reading room table.

THE REV. HENRY F. LEE.

After the Mariners' Church in New York, perhaps the oldest organized church for seamen is the Mariners' Church on Front Street, above Pine, Philadelphia, founded in 1819. Of this church the Rev. HENRY F. LEE has been the pastor for sixteen years, having been installed in May, 1884.

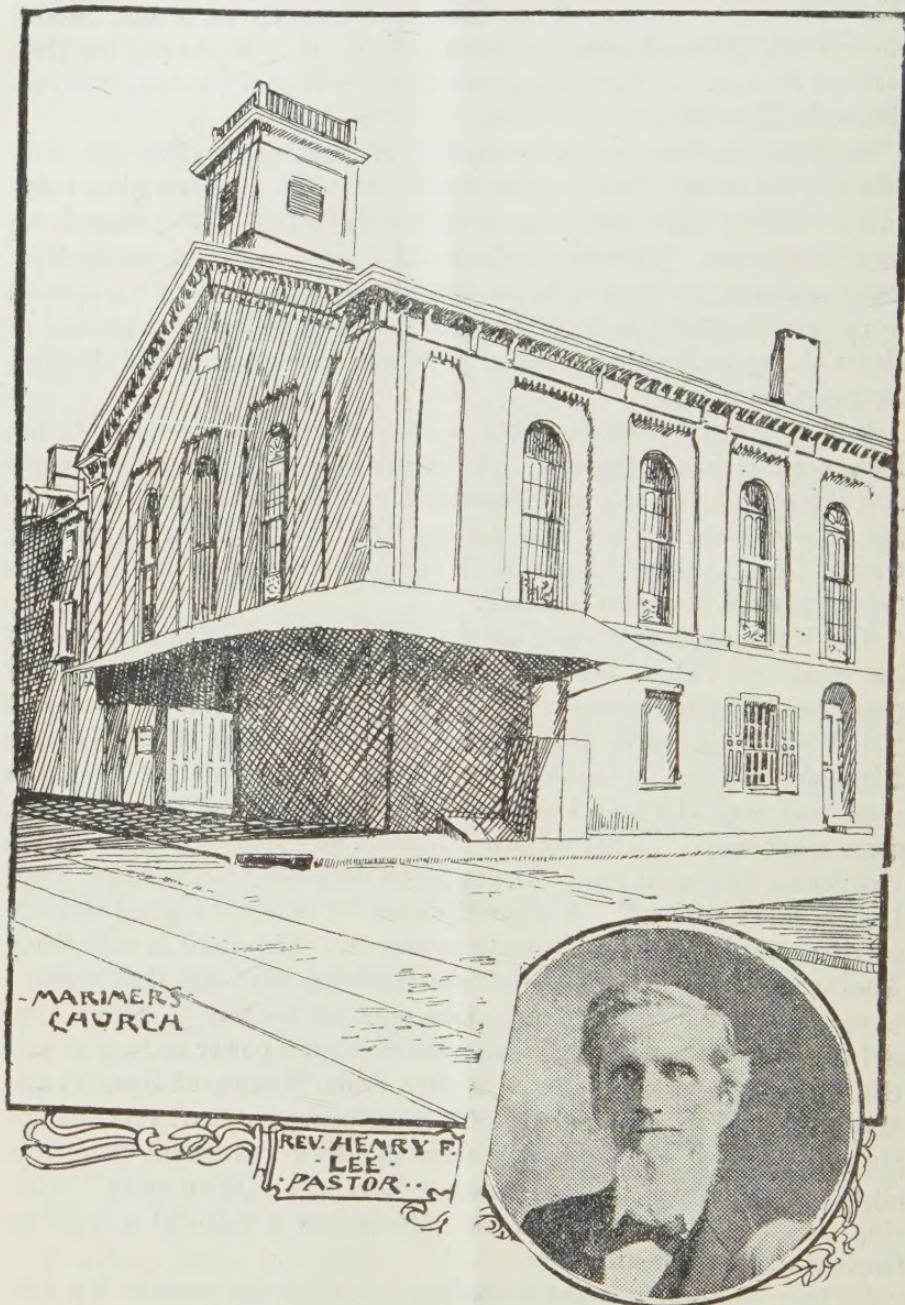
Mr. LEE was born near Peekskill, N. Y., on July 3, 1830, and came of a fine old stock. He was graduated at Princeton College in 1855, and at the Princeton Theological Seminary in 1859. As a student he won distinction. Though his desire to become a foreign missionary was frustrated, he rejoices in the foreign mission aspect of his present work, which affords him the opportunity of ministering to seamen of about thirty nationalities, many of whom have learned the English tongue on shipboard.

Having given his whole heart, head and time to his work, he has had ever increasing success. The many hundreds of converts made and the record of their usefulness as Christian sailors, put his ministry on the plane of his predecessors, the Revs. JOSEPH EASTBURN, ORSON DOUGLASS, and JOHN B. RIPLEY, names sure to live in the annals of the old Mariners' Church.

The testimonies of seamen are the best evidence of the character of his ministry. These are taken, a few of many, from the monthly paper issued by his mission, *Good News for Sea and Land*. One says "God bless your work. No one knows its value better than I, because I was so low down in drunkenness and sin. But now I am a changed man, and with His help I am determined to serve and follow Christ, come what may." Another says "Since I've come to these meetings I've found religion is real. It has given me a solid heart and a peace I never knew before." A captain writes "I received a great blessing in your church and wish I could attend it. The Lord is with you." Another writes "Since your private speaking with me that night, I have been blessed with peace." One man on his way to drown himself stopped at the meeting, found the Saviour's power to forgive and His keeping power ever since. A man from Manila, of Spanish and Malay blood, was converted in 1895, manifesting a remarkable change. He said "I have got more help from this New Testament than from all the machinery of religion which I have now thrown away," referring to his scapulary, rosary, &c. He is now a faithful witness for Christ in his native city.

In four pastoral charges preceding his work for seamen Mr. LEE saw large additions to the church and received the love of his parish-

ioners, but in his present work he has achieved the most and found the sweetest enjoyment.



As these brief sketches of missionaries in this Magazine are designed not only to show the kind of men engaged in sailor work, but also to

do good, it is worth while to name a few things that are made prominent in Mr. LEE's ministry.

First, he is a man of method and system in all the details of his work, but subordinates these to the principle of life, growth and the spirit of zeal. Second, he carefully avoids all patronizing and condescending airs, and treats seamen as men in a manly fashion. Third, he teaches sailors that it is as much their privilege as anybody's to give of their substance to the Lord's work, and finds the teaching no hindrance in the pathway to their hearts. Fourth, while Mr. LEE furnishes good entertainment to sailors on proper occasions, and gives aid to needy ones, he believes that earnestness in gospel work is the way to the best popularity among them and the means to the most abiding results. As he phrased it at the Boston Conference of 1899, "warm-hearted, sincere, cheerful, level-headed spirituality" is more attractive than anything else. Surely this is a lesson all ministers, to landsmen or seamen, might well learn, that they may have done with efforts to gain men with things that summon their eyes and ears for a little while, but never win their hearts.

THE International Committee of Allied Seamen's Aid Societies has sent out the following questions to seamen's missionaries and others and hopes to have prompt and full replies directed to 34 Pike Street, New York.

1. How many sailor boarding houses are in successful operation in your city?
2. What criticisms have you to make upon the treatment of seamen, as to solicitation by runners on or before their arrival in port?
3. What in regard to their entertainment in the boarding-houses?
4. What information can you give concerning the shipment of seamen, voluntary or involuntary, and what about payment of commissions or "blood money"?
5. What do you learn from seamen in your port as to the operation of the new laws for the better protection of seamen?
6. Is there less cruelty practiced by officers upon men at sea?
7. Is the reason for, or cause of, whatever cruelty is now practiced, ignorance of their duties or disorderly conduct on the part of ordinary sailors, or malice and sheer brutality on the part of officers?

[We are informed that much of the brutality practiced by officers of the sea grows out of non-conformity with certain general requirements of which inexperienced seamen are ignorant and which they might easily learn on shore. A school for seamanship and navigation has been established here at No. 34 Pike Street.]

8. How many seamen's missions are at work in your port and how are they conducted, with or without "Homes or legal aid," and do they fully occupy the field?

9. Are they endowed or do they depend on current contributions?

10. Do they distribute or lend libraries and do they maintain reading rooms?

11. Do they confer as to methods and results from time to time?

12. Would the sailors who frequent your rooms appreciate instruction in the details of seamanship and the principles of navigation?

13. If you have no sailors' club, would you think it desirable to establish one on a basis resembling that of the "Hope Club" in New York City? A copy of the Constitution and By-Laws will be sent you if you desire.

14. Is the "shilling a month" contract for shipping seamen in general use in your port?

Any facts relating to the interests of seamen and any suggestions for their better protection will be gladly received.

A special policeman for the protection of seamen in this port has been applied for and we expect to provide for his compensation.

THE BRITISH AND AMERICAN LAWS RELATING TO SEAMEN COMPARED.

[A small but important class of our readers have each a copy of the American law that went into effect on February 20, 1899, and they are advised to have it in hand when reading the following valuable comments on it which compare it with the British law. If seamen or others need a copy of the American law for the purpose of making these criticisms more intelligible, it can be obtained gratis at the office of this Magazine. For these comments we are indebted to a British expert in merchant seamen's law. He well says "Laws are of little value in comparison with their honest administration. Bad laws well administered are preferable to good laws left to corrupt or partial magistrates and judges. I can remember when British shipping offices were aids to oppression, as all the posts of authority were filled by retired shipowners who were also ship masters." Every country needs honest administrators of the laws to protect seamen. Great Britain has made great improvements in her civil service, and especially in the administration of her maritime laws, but the administration may be still further improved. The United States has made a sturdy effort to better the laws, but they need to be administered by honest, impartial and disinterested officials, who cannot be and do not want to be profited a penny by their decisions. A year ago there was much rejoicing

over the new law passed by Congress, but wicked ingenuity is always plotting to nullify its provisions, that wicked pockets may be filled with seamen's money.—ED.]

Sec. 4516. Precise. More favorable to seamen than the English law. Must be difficult to obey sometimes.

Sec. 4522. Differs from English law, which has no penalty for not joining; but for delay in joining ship there is usually a penalty by agreement. American law granting entire forfeiture of wages for desertion is bad; only a court of law should have power to forfeit wages. Shipmasters may connive at, and worse, provoke desertion in order to seize wages.

Sec. 4526. Same as with us.

Sec. 4529. English law says £2, or fourth of wages on discharge, which is hardly ever done, as the master has no money on arrival. English law makes full settlement more prompt, two days only.

Sec. 4530. Much more favorable to seamen than English law, but, I think, unwise. Very steady men may receive part wages in foreign ports and no bad result follow; most men would get into trouble and delay the ship.

Sec. 4547. Law differs, but probably it is better that all cases should go to court of law for American ships. British law enables the superintendent of the Merchant Marine to arbitrate all cases of dispute and decide absolutely when amount at issue does not exceed £5, (no limit for fishing vessels).

Sec. 4556, 4557. Similar to English law.

Sec. 4558. Just, but English law would leave the court to deal with the case, when seaman was charged with wilful disobedience.

Sec. 4559—4561. Similar to English law.

Sec. 4564. Differs entirely from the English law which allows the crew to claim compensation; penalty for lime juice deficiency only, as statute orders that to be given; all provisions are subjects for agreement and any failure in quantity or quality is allowed for and recovered as wages. The American law preferable, although claims for bad and insufficient food, formerly common, are now very rare; at London not more than 1 ship in a 1,000.

Sec. 4566. Provisions are inspected for long-voyage vessels without expense to either side in British vessels.

Sec. 4568. American law more liberal to seamen than ours.

Sec. 4572. More considerate than English law, which provides that a "slop-chest" may or may not be carried by the master for his own profit. Warm room away from sleeping apartment is a great boon.

Sec. 4581. Severe on the consul; no such clause in British M. S.

Code. British law makes all expenses fall on the owner when a seaman is injured in the service of the ship.

Sec. 4582. Similar to British law.

Sec. 4583. Similar—only instead of one month's pay wages run on until arrival home, which is fairer to both parties.

Sec. 4596, 1st and 2nd. English law more severe to wilful refusal of duty, (properly so).

Sec. 4596, 3rd. Same as English law—"not exceeding one month's pay," but a court of law could deal with the case on its merits. As to the master inflicting the penalty, I am not clear.

Sec. 4596, 4th and 5th. Wilful disobedience at sea, but little removed from mutiny, penalties more severe by English law, but "irons" should not be used unless the man is violent. Continued disobedience should not be made profitable to the owners, as the master may provoke to mutiny; imprisonment similar to English law. Costs cannot be charged by English law beyond three pounds.

Sec. 4596, 6th. Out of all proportion to the offence—far more severe than English law which says "not exceeding twelve weeks." Two years! —

Sec. 4596, 7th. More severe than English law, "not exceeding twelve weeks." Twelve months!

Sec. 4596, 8th. Much more severe than English law against smuggling (or attempt), which renders offender liable for expense caused to the ship, but leaves the offender to be dealt with by ordinary law.

Sec. 4597. Similar to English law.

Sec. 4600. Similar to English law.

Sec. 4611. Similar to English law. Seaman can summons for assault, but apprentice can be punished moderately. Master is *in loco parentis*. The American law seems (unwisely) to prohibit this.

Sec. 23. The American scale of provisions is liberal, far better than "usual scale" in British ships, which, however, has no legal sanction; it is a mere matter of agreement, like wages.

Sec. 24, *a*. Advance notes. Prohibition is arbitrary and tyrannical. The English law properly prohibits *over* one month's advance. Total prohibition was tried and utterly failed in Great Britain, and it was always evaded until repealed.

Sec. 24, *b., c. and d.* Advance notes in another form are legalized. Allotment notes for the seaman's family are not prohibited in any trade, foreign, coasting or fisheries, by English law, but allotment is distinctly encouraged. I see no advantage to the seaman in having to take a month's allotment instead of a month's advance; the delay would be paid for by the sailor.

Sec. 24, e. No such special clause in English M. S. Code; offenders could be dealt with by common law.

GENERAL REMARKS. The English law is better than the American law in all but two very important matters, food and accommodation. The American law is much more favorable, as an excellent scale of provisions is compulsory. The English law enforces lime juice only. The English sailor's forecastle or house on deck must serve him for kitchen and parlor and bedroom. The American sailor is far better off. The mercantile marine offices now afford protection to the British sailor, which the American seaman lacks.

LOAN LIBRARIES. The master of the schooner *Aetna* writes of No. 9,672 :

We have had one of your libraries on board the schooner *Aetna* fourteen months and found some very nice books.

The master of the schooner *Decora* writes of No. 9,758 :

I have had your library on board one year; well pleased with your books; has been in good service.

The master of the bark *James W. Elwell* writes of No. 10,032 :

We all appreciate the books very much, and although not all the sailors read them, I find that very nearly all are glad to have them. Every Sunday in fine weather it is placed on the house aft and the men have free access, and I myself have enjoyed many a pleasant hour. This ship has had many crews since it was placed on board, and thank you kindly for it. I nearly missed getting my new one, as I had left to come on board by the tug boat, but we have it all right and am delighted with it. My wife will take charge of it and see that the crew have the books dealt to them regularly. You have no idea what a power of good these libraries do on shipboard, and I am satisfied that they prevent much sin and refine many of our sailors. You will find, I think, all the books in the library which I will return, but many are spoiled owing to shipping a heavy sea and filling the cabin. In the future I will try to get the sailors to contribute; I had not given it a thought.

The captain of the barkentine *John Swan* writes of No. 10,226 :

We recommend it as a collection of good books and wish you prosperity in the good work in which you are engaged, and that it is appreciated and in a prosperous condition is shown by the increased number of volumes in the one which has just been delivered to us in exchange.

Capt. FICKETT, of Portland, Maine, writes of No. 10,259 what the captain of the *Grace Davis* told him :

He says the library was placed on his vessel while lying at New York some two months since; as he stood with one of the books in his hand he said "they are some of the best selected books that ever I saw placed in a library." He told me "I place the library on the quarter deck every Sunday, so the officers and crew can have access to it, and I have great reason to believe that both officers and crew profited by reading them."

The captain of the ship *Canara* writes of No. 10,329 :

It has been four years on the *Canara* during two of which the vessel has been under my command. The books have been read and re-read by myself, wife, children and crew, and have given us much pleasure while at sea. Many thanks to the donors of these libraries; they are a great blessing to the sailor on a long voyage.

The captain of the ship *Howard D. Troop* writes of No. 10,504 :

You must pardon me for not reporting on the library which you put on this ship July, 1898. The books were freely read by all on board with interest. In Portland, Oregon, last April I exchanged with Capt. GULLISON, British bark *Bowman B. Law*, and when his came I found it belonged to the Philadelphia S. F. Society, but I shall send it on shore soon as ship goes up to Hunter's Point to load, which will be last of next week.

The master of the bark *W. B. Flint* writes of No. 10,523 :

The books of the library you so kindly supplied have been read with much interest by all on board on our voyage from New York to Mauritius, thence to India and back to New York.

For The Sailors' Magazine.

CHRIST IN THE SHIP.

BY THE REV. BURDETT HART, D.D.

John vi: 21. Then they willingly received Him into the ship ; and immediately the ship was at the land whither they went.

The sea has always been a rough and perilous roadway and much invention has been employed to make passage upon it quick and comfortable. Great ships have been launched upon its waves that by their ponderous bulk and immense weight they might ride steadily; but the gigantic sea has rocked them in its mighty grasp like corks and pelted them with its briny fist till they have retreated dented and with gaping wounds to their ports. No structure has been large enough to master the sea! Clipper ships have been builded and they have sprung from their ways in graceful forms and stepped daintily and proudly upon the treacherous element, race horses of the sea; but the unconquered sea has seized them by their bridles and whipped them till their sails

have been shreds and their spars have been splinters. No structure has been quick enough to control the sea! Men have gone down upon it not knowing when they should come to port, nor in what plight. It has been a hazardous thing, with peril of sickness and storm and wreck, to venture on the ships of the sea. They have been driven far out of their courses, with risk of never sighting or reaching land again. The ingenuity and the force of man have not succeeded in overcoming the obstacles and the dangers which are incidents to navigation.

Perhaps the text does not enfold a miracle: it suggests and illustrates important truth, not merely of the sea, but of the land as well, and of all life.

The mounting fame of Christ

had so wrought in men's minds that they had determined to make Him a King, by force if necessary, and He, to avoid such a determination, which was not in harmony with His purpose, had "departed again into a mountain Himself alone." His lonely disciples toward evening had gone down unto the sea and entered into a ship and set sail across it toward Capernaum. Darkness and storm and a gale came down upon them and they had to be watchful and laborious and untiring to keep their ship afloat. The Master on the mountain was mindful of them. He descended and strode out upon the rocking billows which were firm as a pavement beneath His tread, and drew nigh unto the ship. It was a strange sight: the form of a man, as of a God, on the rolling waves and in the rush of the tempest, calm in commotion, the Omnipotent Ruler amidst His excited subjects. The disciples were afraid. But He spoke to them: told them who He was: bid them not to be afraid: and they recalled at once His works of power and were no doubt humiliated that they had not recognized Him. They had rowed twenty-five or thirty furlongs, and the other shore was still remote. "Then they willingly received Him into the ship: and *immediately* the ship was at the land whither they went." Their difficulties at once were over. The hard toils of the night were ended. The anxieties of their rough navigation were passed. With Christ on deck there could be no perils. He, whose feet trod the waves as the shore, to whom the darkness was as the light, who could hold His followers as the water in the hollow of His almighty hand, was the master of the ship and brought it safely and swiftly to its port.

Not on the sea alone do we need the intrepid presence and the powerful protection of the divine Master, but on the land, everywhere, wherever we are and in whatever we are engaged. Not those alone who go down to the sea in ships and do business on the deep waters, but those also who traverse the shore and the continent are face to face with perils, and want care and love beyond what they can render to each other. Safety and success are alone through Christ. Once, on a stormy passage across a sea whose yawning waves threatened to engulf them, Cæsar gave coolness and intrepidity to the men who were rowing him over by reminding them that it was *Cæsar* whom they carried! Could we know that Christ is ever with us, we could discharge all duty with fidelity, could meet all danger with courage. Without Him we row and make no progress, we labor in vain and spend our strength for naught. The sea is against us, and the great wind, and we whirl in darkness.

Let us gather these threads of thought into one.

There seems to be emphasis in the fact that *immediately* the storm-vexed and storm-delayed ship was at the land whither they went. So far through the night, and for twenty-five or thirty furlongs, though rowing with might and main, they had not accomplished the end sought. They were still in the midst of sea and storm. It seemed like a night-long enterprise to reach the farther shore: and every hour was full of danger. Exhausted, they might yet find themselves blinded and pelted by the storm, only proceeding in a circle and the morning might have dawned upon them close by the place from which they

set out. But this was all over when once the Master stepped from the billow upon the deck. Then, as if propelled by a superhuman hand, the buffeted ship shot to the shore and was immediately at its moorings. Wave and wind could not delay it when He who rules wave and wind became the omnipotent pilot.

There are *men* to whom the power of control is inborn. They lead their fellows straight forward. They turn the tide of disastrous battle, inspire the dropping and retreating ranks with hope and courage and change defeat into glorious victory. They seize the reins of affairs and where there had been dispiritment and retrograde drift they bring about progress and improvement and healthful growth and the undaunted spirit from which these spring. They take the helm and the ship, which had swayed from its course and drifted with tide and wind until it was well nigh on perilous headlands, turns its eagle prow into the very teeth of the tempest and sweeps defiantly on its appointed path to its port. They make life valuable. They crowd time with achievement. They bring on results. With them there is neither waste nor delay. They push for port, for the goal, for victory, and take others with them. But there is no one who can give swiftness to progress and assurance to success like Christ. He holds all forces in His matchless mastery. He presides at events and gives their meaning to cause and effect. Men are the product of His creation and so are all the conditions in which they act. His providence reaches everywhere, runs parallel with all the courses of human action, or crosses them at right angles with infinite disaster. He is

the arbiter of destiny as He is the author of being. The highest and strongest life is in Him. True life is only in Him. Life without Him, in affected and purposed independence of Him, is failure. Life in Him, is in that very fact real and successful. It has already reached the real goal. For this is to be in Christ, whether here or hereafter. The greatest issue is accomplished when Christ is gained. We need not wait for heaven therefore to be blessed. We are blessed from the time that Christ becomes ours. When Christ was received into the ship, immediately the ship was at the land whither they went. When Christ is received into the soul immediately the soul has gained success and safety. It will not be more truly safe and successful when it steps on the pavements of gold. Other things may be learned there: other visions may unfold their loveliness on high: other pursuits may occupy the redeemed in their celestial habitations. But the main thing, the *one thing* without which all else were vain, is even now gained. Christ is all. All other things get their significance from Him. Heaven would be desolate and dark without Him: the Lamb is the light thereof. If then we have *Him* here, we in effect have all things. The blessedness is immediate. We need not wait, as many saints do wait: we need not look forward, as many do look forward as though nothing were gained yet, as though success and sureness were all future. We have a present salvation. When Christ is received immediately the end is gained: for Christ is the end, and the soul that has Him has all. We put the stress on this word *immediately* because we think there is occasion for it in our philosophy of religion and in our habits

of religious life. We put the present experience too low: we adjourn all success and all blessedness to a future state. But in real sainthood heaven is begun below, and the life that is now lived may be as truly in Christ as any that shall come hereafter. When we come to the conception of this and to the realization of it, saintship will mean more on earth than it now means, and the influence of religion will be vastly augmented.

When Christ came into the ship immediately it was *at the land* whither they went. The land was what they set out for: it was that which they had struggled for through the tempestuous night: it was that which they desired to gain that they might have relief and rest. But not till Christ came on to the ship did they reach it. They had rowed hard and long: but stout and persistent rowing did not bring them to shore. The men were good oarsmen. Their bare and brawny limbs had been toughened by days and nights of exposure and toil, and if human strength would have availed these disciples would have brought their craft to the substantial pier long before. But the storm was against them and the wind. Christ was on the opposite shore from that to which they were heading. And they lost all that they had gained when they were rowing away from Him. As soon however as His footstep rung on the deck, as soon as they had Christ aboard, they were *at the land*. The voyage was short then. The labor was light thereafter. It is one thing to row away from Christ and another thing to row with Him. When we row away from Him all things are against us and our own strength is weakness. When we row with Him nothing can be against us:

neither wind nor wave: but all things are for us. He makes even our enemies to be at peace with us. He makes disaster and trial work for our good. We are strong in His strength and we overcome because He works in us. He is conqueror and those who are with Him conquer in Him. All are theirs, life or death, things present or things to come. They are at the land: they are at rest: the struggle is over: they sail out of the storm and into port.

To make even our common and worldly life successful we need Christ with us. We need Him on the ship, at the counter, on the farm, in the kitchen, in the bank, in the shop, in our business, in our homes. We need Him in all these as much as we need Him in the church or in the closet. Religion is not a thing for worship and prayer only; it is a thing for life, for all life. The sailor needs it, on the sea, on his ship, whether in storm or calm. The soldier needs it, on the march, in camp, in battle. The merchant and the scholar and the workman and the housekeeper need it. We should be Christians everywhere. We should have Christ with us wherever we are. If He be with us and we are going with Him we shall have success. The greatest success is having Him with us. Home is where our loved ones are. Heaven is where our Lord is. Rest is in Him. Success is having Him. No land that we might reach would be the land for us if He were not there with us. No success that we might attain to would be worth attainment unless we had Christ with us. All real joy is in Him. All true peace comes from Him. All good possessions are His royal gifts. The best thing is Himself.

There is delay in Christian progress, but the delay comes from the lack of the Lord. We make no headway because we have gone on without Him. We have put to sea, but we have left Christ ashore. We have taken oar and chart and compass, but have not taken Christ. Every gale is too much for us. Each wave bears us back. The oar sweeps out in vain. Chart and compass are useless, for we can see no sun nor stars. There is no pilot. There is no master. But Christ thinks of all His saints. He thinks much of those who think little of Him. He descends from the heights to dwell with them, to be with them on sea or shore. Under His guidance there is swift progress. The soul moves on victoriously like a ship winged to its port. For its life and strength are all in Him. We live by the faith of the Son of God.

And the delay in the great work of the church for the recovery of the world is traceable to the same source. Christ is not enough relied upon. We put vast agencies into the field, the press with its thousand tongues, the products of our perfected civilization, the science which we have developed, the learning which our best schools give us. We are just about a match for the hoary heathenism. It hangs in doubt whether we shall convert them or whether they will convert us. Barbarism looks frontingly at us. It does not own us as master. It has learning deeper than ours and science that antedates ours and art that dwarfs our finest productions and architecture that frowns in sculptured pillar and capital and swelling dome upon all that we rear beside it. We are young amongst the ancient superstitions. We smite against iron and brass that have withstood

the blows of millenniums. There is but one Name that we can rely on. When we put Christ forward: when we go in His strength: when we set Him in His atoning work, in His infinite salvation, in His all-subduing love, before sinful and lost men, then only, then always, we have the advantage. The cross is greater than the sceptre or sword or instrument of any kind. The death of the Son of God for the forfeited life of sinful beings is the fact that has force and penetration and value in it. It is a fact that speaks truer than all philosophy and learning to keen and cultured Brahmin. It is a fact that arrests burdened and despairing men in their fasts and penances and pilgrimages and grim devotions and tortures. It is a fact fitted for every soul, wise or ignorant, because every soul is sinful and needs just what Christ has done for it. The great work, therefore, of the world's recovery, is to be advanced to its victorious conclusion by making more, by making everything of Christ. Then the end for which, for the centuries, the toil and the sacrifice have gone forward will be surely and speedily gained.

There is a lesson for us all in the fact that they *willingly* received Him into the ship. So Christ would be received into all hearts. These men had had a hard time without Him. They had struggled in their own strength. For many furlongs, through dismal hours, they had sought to gain the shore by dint of muscle and determination. But the opposing elements were too much for them. At first, as He approached them, Christ was not recognized by them. But His kind voice, out of the tempest, above the screech of the storm and creak of the ship, in the same tones

which they had heard on shore, assured them and made them ready to welcome Him. "Then they willingly received Him into the ship."

Men, in other conditions, try to get along without Christ. They think that they can do it. They see no necessity of His intervention. They think they can do the right thing. They put confidence in themselves, in their brawn and brain, in their ability to fulfill the law and to overcome evil. And we have pitiful results. There is a great deal of hard and vexatious work, rowing for many a furlong, trying to keep the ship headed for the land. But there is no real progress, and there is real peril. There is danger that the ship and all who are in it will go to the bottom. Shipwrecks of souls are occurring in just this way, often when Christ is very near, *walking on the water within reach of the ship!* It is not enough that we have good strength and experience of our own. Nor is it enough that we have Christ very near us. We may have the Bible, and the Sabbath, and religious instruction, and prayers of friends, and all good influences. They will not save. Christ only can save. Our own prayers, our own goodness, will not save. Only Christ can save. And He cannot save, however near He may be to us, however clearly we can see Him, however fully we may know His word, unless He is willingly received into the soul, as those disciples willingly received Him into the ship. Some go down within sound of His voice, within reach of His hand, within sight of His blessed person. They sink into seas without any bottom out of the very grasp of the Lord. They go down even when Christ is approaching them to save them, while He is

waiting to be received by them, with His almighty hand on the gunwale and His clear voice saying "It is I, be not afraid." We do not have to be far from Christ to be lost. We may be lost from His very side, right from the foot of His cross. Judas was lost out of His own family, after having been in a place of trust amongst His disciples. When He comes to us we must receive Him *willingly*, with our hearts, with all our hearts, as though he were the only, and as though He were the sufficient, Saviour. We must drop all other hopes and helps, abandon all moralities and self-righteousness as though there were *merit* in them, and take Christ as a divine and perfect Saviour. We must give Him our confidence, assured that He is able and willing to save all those who come unto God by Him. Then we shall be saved. Our sins will be forgiven. We shall be justified for Christ's sake. And as, when Christ was so received on that ship, it was immediately at the land whither they went, so will it be true that heaven will be very near to the soul that willingly takes Christ into it. The best part of heaven will be in the soul when Christ is in it. And if for a few days it is permitted to live on in this world, it will be like ships that have sailed out of storm and, with fair breezes and under sunny skies, coast along blessed shores green with summer verdure, and fragrant with the aroma of perfumed plants, and resonant with the songs of bright-plumaged birds, and glowing with the tints of glorious blooms and with the pure light that bathes all its inviting territory, until in God's sure and swift time they will be at the land whither they went.

LEGAL AID FOR SEAMEN.

Our last report of the Seamen's Branch of the Legal Aid Society was in the December Magazine. The following items show that sailors are finding out where redress can be had, and also are getting it.

O. was steward and at Rotterdam he went to the butcher for supplies. The ship left port during his absence, the master believing him to be in his room. O. at once reported to the U. S. consul and to the ship's agents. Though reported a deserter at New York his money was obtained for him.

Forty-five seamen during the war at Santiago de Cuba were promised \$2 a day extra for doing longshoreman's work. They worked four days and extra payment was refused, the officers of the ship saying the government should pay and the government also refused to pay. Payment in full was obtained for them, \$8 apiece, from the ship.

J. took money from thirteen Russians and promised to send them as cattlemen to Europe and day after day they were put off and more money was demanded from them and paid. J. was summoned before magistrate Cornell and threatened with arrest, and also summoned before the Mayor's Marshal, and the men at last were all sent to Europe.

A master kept refusing to send F. to hospital to avoid expense of treatment. All parties were summoned to the British consul's office and F. was discharged from the ship and sent to the hospital with ten pounds to his credit. (This sort of case is very frequent).

L. forcibly taken by a runner to a sailors' boarding house and an attempt made to shanghai him. He ran away but could not get his clothes and was unable to go to sea. The clothes were obtained

for him and he reached his ship in time. (This kind of case comes to the office about a dozen times a month).

A. was ruptured on a British ship. A truss was obtained for him and he was sent to the hospital, then a place was found for him to work.

B. was frost-bitten on an American bark and totally disabled. He was sent to the Sailors' Snug Harbor and \$425 was obtained for him from the bark.

C. was a seaman on an American bark and through a misfortune in Hong Kong he lost his sight. He was sent to a hospital and \$300 was obtained for him through the kindness of the ship's owners.

D. left his papers and discharges in Baltimore and the boarding master refused to give them up. They were obtained for him.

E. agreed to go on a steamship and he worked two days and was put ashore. His wages and clothes were obtained for him.

F. worked for twenty-five days on a steamship to the West Indies and back, and received a little tobacco from the vessel and was told on reaching New York that he owed the ship fifty cents. Wages in full were obtained for him that had been paid to crimps.

G. exchanged names with a fireman and fell sick at sea, the trick was then detected and he was put ashore at Southampton. He stowed away on the return trip and was delivered to the barge office as a pauper immigrant. He was released from the barge office.

H. went ashore from his ship in Mexico, became intoxicated and lost the ship. His wages were obtained from the court.

I. left his ship at Galveston and as he had not been signed on his wages were obtained for him.

J. was charged with stealing a bed on a ship, but it was shown that the bed had been given to him. Wages were obtained for him also.

K. was sick on his ship and he left the ship and was marked a deserter. His sickness believed to be real and not a pretense. His wages were obtained for him and he was sent to a doctor and then to hospital.

L. worked at Santiago during the war on a steamship under promise of extra pay. The amount was obtained for him.

M. was assaulted and accused of stealing a saw by a boarding master. The boarding master was arrested and fined.

N. was left behind by his schooner on the coast of Maine. He worked his passage on another ship to New York and his wages were obtained for him.

O. was enticed to Baltimore, where he was forced to work on an oyster boat for several weeks, when he escaped and walked to Philadelphia, and there obtained a pass for New York. He was sent back to Baltimore to prosecute his case.

P. was a landsman taken on board to work his passage. He was sea-sick and unable to work, and his clothes were detained for payment for food. His clothes were obtained for him.

Q. paid a boarding master \$7, was in the house three days, and was put out by the boarding master for refusing to sign on a British ship to work eighty-six days for one shilling and his clothes

were refused him. The clothes were obtained for him.

R. refused to go to sea in a British ship and work thirty-six days for one shilling, and he was turned out of a boarding house and his clothes were detained. His clothes were obtained for him.

S. was injured on a British ship and sent to the hospital. When the ship was ready to sail, he was discharged from the hospital where a doctor certified that he was able to do fireman's work. He was examined by another doctor outside of the hospital and declared unfit for duty, at least for several days. The man was ordered to be given several days rest, but was sent aboard the ship.

Four men were assaulted by boarding masters or mates, all of whom were fined at the consul's office or at the police court.

Besides these a number of cases are still undecided and a few were decided adversely to the sailor. In handling the same class of cases the AMERICAN SEAMEN'S FRIEND SOCIETY, before the organization of this Seamen's Branch of the Legal Aid Society, was heavily handicapped by its lack of legal machinery. In many cases it could and did promise to take care of seamen until their cases were called in court, as indeed it does now, but postponements in the interest of defendants took the heart out of plaintiffs, not to speak of other means used to prolong litigation and defeat justice. Under the Legal Aid Society's procedure justice is often obtained without litigation, the sailors' demands being allowed as soon as they are presented, because it is well known that that society will hold on until his rights are obtained. Let every great port have a seaman's branch of the Legal Aid Society.

OUR MERCHANT MARINE.

The total output of American shipyards for the fiscal year which ended on June 30 has been the largest of any year for the last quarter of a century, except 1891, when 1,384 vessels of 369,302 gross tons were built and documented in the United States. During the past fiscal year the construction of merchant vessels, officially returned, has consisted of 1,429 vessels of 320,876 tons. Besides these, twenty-two vessels of foreign construction, aggregating 30,181 gross tons, have been admitted to American registry, of which ten were prizes captured during the war with Spain, four were steamships, aggregating 12,126 tons, admitted by special acts of Congress, and the remainder wrecked vessels repaired in American shipyards. It is also reported from Manila that since last August 141 vessels have been transferred from the hands of the Spanish, German and British subjects to Americans, indicating the confidence of the business men of Manila in the American government. The tonnage of these vessels has not yet been reported, and the transfer does not carry with it all the rights of American registry. Had the Senate passed the House bill for the registry of Hawaiian vessels the total additions to our merchant fleet during the year would have reached nearly 400,000 tons. Our largest annual production was in 1855, when 2,027 vessels of 583,450 tons were built and documented.

During 1898 Great Britain built 1,549 vessels of 1,399,116 tons. The difference in the kind of vessels built is roughly disclosed by the average size, our construction averaging only about 225 tons, while the British averages 900

tons. Nearly all our new tonnage is built to navigate in the coasting trade reserved to American vessels. The only steamships built directly for the foreign trade were the *Havana* and *Mexico* of the New York and Cuba Mail and the four Admiral steamships for Cuba and Jamaica, aggregating 19,750 tons, which were built under the postal subsidy act. In anticipation of legislation at the coming session, however, construction has begun or been contracted for on about 100,000 tons of steel steamships for foreign trade and trade with Hawaii and Puerto Rico, involving an expenditure of about \$15,000,000.

For the first time in our history, on June 30 the total tonnage of our steam vessels, when tabulated, will exceed the total of all other kinds of documented vessels. During the year, however, 460 sailing vessels of 96,458 tons have been built, compared with 426 of 42,502 tons for the previous year, while the steam vessels built number 478 of 167,851 tons, compared with 448 of 110,128 tons for the previous year. In certain trades our large sailing vessels endeavor to compete with foreign cargo steamships, and will doubtless continue to do so, all events until the construction of the Nicaragua Canal. The most notable vessel is doubtless the *John Smooton*, a steel schooner of 5,049 gross tons, and built at West Superior, Mich., probably the largest fore-and-aft vessel ever built. The largest seagoing sailing vessel built in Europe in 1898 was the *Ernest Siegfried* of Havre, 3,214 tons.

For the first time in our history steel has become the principal material in our annual construction of rigged vessels, the

steel tonnage for the year being 133,991 tons, wood 130,309 tons. Iron has ceased to be a ship-building material, only one vessel of nine tons having been built of iron. During 1898, in Great Britain, 99 per cent., or practically the whole construction except the small fishing vessels, was of steel.

The additions to our seagoing fleet, including 30,181 tons foreign built referred to, were 166 vessels of 155,987 tons, divided into 50 steam vessels of 75,289 tons, 74 schooners of 62,906 tons, 10 square rigged vessels of 12,428 tons, and 32 yachts of 5,364 tons, including the new cup defender. The square rigged vessels are mainly for the

foreign trade, and the schooners for coasting purposes or the trade with the British provinces and the West Indies.

There were built 491 unrigged vessels, barges and canalboats for Canadian or inter-state trade, aggregating 56,567 tons. Excluding these, the greatest increase has been on the Atlantic coast, the tonnage of rigged vessels built rising from 51,136 tons in 1898 to 134,352 tons for the past year, while on the Pacific there has been a decrease from 44,896 tons to 32,412 tons. The output of rigged vessels on the great lakes was 81,390 tons, compared with 45,211 during the fiscal year 1898.—*The Sun.*

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Sweden.

HELSINGBORG.

Mr. K. I. BERG writes on January 1:

What Paul writes to the Romans, "First, I thank my God through Jesus Christ for you, that your faith is told of in the whole world," may be written to you on account of your grand missionary work among sailors.

The last three months have brought encouragements in my work. The attendance of sailors has been larger and the sailors have shown a desire for God's word, which has kindled the hope that the daybreak of a lighter day for the mission is approaching. On the other hand reasons for regret have not been wanting. Besides the usual enticements for sailors, in the last year there has arisen a new attraction which seems to have great power. A man who probably has been a sailor at some time of his life, has paid frequent visits to our place and at last settled here. He originally seems to have been a tinsmith and has made a bad reputation wherever he has been. Now he has organized a temperance society, of which a lot of sailors have become members. Of this nothing but good was to be said if he really meant to help the sailors against

drink, but the name of temperance association only meant to conceal the real character of his work, which is to make a propaganda for socialistic and rationalistic opinions. He has rented a well-situated suite of apartments, to which he invites the sailors and a lot of girls from the factories to social meetings. Lectures are sometimes held, not about temperance, but about the whole present social order, which he pulls down to the ground. To the young sailors he holds out great advantages if they will join his association and turn away from the sailors' mission. All Sailors' Homes, reading and writing rooms for sailors are characterized as dangerous and pernicious places, which must be detested as the plague, and the missionaries as the sailors' worst enemies. Of course he finds open ears and hearts for his doctrines among sailors of bad lives. Instead of laying the blame of their condition on themselves and seeking deliverance from the Lord Jesus Christ, they are inclined to lay it on society, and on God Himself, if they do not wholly deny His existence. On account of the object which this man associates with his society, he has no difficulty in getting contributions to his work from merchants, ship-owners, sea-captains, etc.,

and the sailors themselves willingly pay their two and three kroners entrance fee, as the great advantages offered them by his society seem to be in no proportion to the small expense, and they enjoy the dancing-meetings, etc., which he frequently uses in order to keep them under his influence.

As may easily be understood, all this is a great hindrance to our work among the sailors, as the sailors themselves are drawn away from our influence and become suspicious and hostile to our work, and a good deal of money which might have been spent in a better way is brought to the account of this "temperance society." Nevertheless, as I have already said before, the faithful Lord held His protecting hand over me and my work. Not all the sailors have been charmed by this swindler. The right-minded among them have the more frequently come to the reading room, and the more willingly listened to our invitations to the meeting place when the Lord's word has been preached there. I hope that this will continue and many give their hearts to Jesus who has during this time perceptibly been knocking on these. During the quarter we have had two feasts for sailors in the reading room, and once the sailors have been invited by the Y. M. C. A. to their house. God bless this association, which is performing a good work among the young men in general, and also now and then assembles the sailors in their room, where they are entertained in the best way by lectures, song and music, and also by refreshments. Also in the usual meeting place we have had more song and music in the last months than before, which I am sure has not a little contributed to call the sailors to us.

Number of ships in port since last statement, £51; religious services, 52; average attendance of seamen at religious services, 20, others, 5; religious visits to hospitals, 26, on ships, 739, in boarding houses, 190; Testaments and parts of Testaments distributed, 112, tracts, 2,120.

STOCKHOLM.

Mr. J. T. HEDSTROM writes on January 1:

My visits to the ships the past quarter have been graciously blessed. Many of them have been in the most tremendous storms, and the sailors, saved from death at sea, have always been accessible to the gospel. Many times I have asked a sailor if he had not promised God in the storm

that he would lead a Christian life if he got saved, and many said "Yes, I have done so." Now the way to their hearts is open. It has always been a sweet hour to get opportunity, when sitting on a sailors' chest in the forecastle and in the cabin, to speak to the crew, and if the whole crew has not been willing to hear, I have sought to reach the individual, in many cases successfully.

In our mission room the last quarter we have enjoyed a great blessing. What a beautiful sight to see about one hundred sailors listening to the word preached and to see some of them with tears in their eyes, and to hear the prayers from their troubled hearts. And what an encouraging sight it is to see the bright face which bears witness to the Holy Spirit speaking peace to their hearts. Ladies have kindly assisted us with sacred song. Pastors from different churches have helped me to preach the glad tidings of salvation. More than sixty seamen have here thanked the gracious Lord for His salvation the past quarter. Many of them tell me when going "God bless you for such a blessed evening," others "May God bless you for all that you are doing for us sailors," and others "I shall never forget this blessed evening."

In the middle of December I found at the Sailors' Home a sailor, seventy-six years old. When he got sight of me he took my hand in both of his and asked if I did not remember him. Three years ago he had received of me a book on the "Lord's Prayer," which had been the means of his conversion. Big tears fell down from his eyes, but at the same time he was smiling. He said "I am so glad that Jesus has pardoned all my sins, but I am not so thankful to Him as I ought to be."

The Christmas Eve was celebrated in the Sailors' Home. After the sermon very useful presents were distributed to every seaman. About two hundred had been invited and most of them were present. We had also the honor of seeing amongst us our beloved King OSCAR II, who distributed a great part of the Christmas presents to the sailors himself, and had for every one of them a word of cheer. Afterwards they had a splendid supper.

Let me thank the following for gifts of Scriptures and tracts, namely, the Trinitarian Bible Society, Religious Tract Society, Mariners' Friend Society, and dear brother E. F. MUNSTER, of Belfast, Ireland.

The following statistics show the work

done the past year: Religious services preached in the chapel, 76, and in the mission hall at the Sailors' Home, 278; visits to vessels, 1,308; tracts distributed, 20,655, Testaments, 91, portions of the Bible, 567; visits to families, hospitals and prison, 110; book bags issued and placed on board ships, 214; the number of volumes in these bags was 4,222; tracts and magazines, 7,939, Bibles, 82, Testaments, 151.

My gratitude to the honored AMERICAN SEAMEN'S FRIEND SOCIETY for all the confidence and affection towards me during the past years.

SUNDSVALL.

The Rev. E. ERIKSSON writes on January 1:

I have in the last year preached for more believing seamen than in previous years. I have as usual visited on shipboard and on land and in hospital; distributed tracts, preached and held prayer-meetings. In November, when the ship season was brought to a close, I went on a mission to the city of Hernostrand and up the river of Augermanland to Solleftea. And in December I returned and have been working in and around Sundsvall. No revival has been heard of, but the people have been gathered from sea and land, and the meetings have been well attended by attentive hearers. During the time I have preached 57 times: on shipboard, 8, in chapel, 42, in other places, 12. I have visited hospitals 5 times, on board of vessels, 57, in boarding houses and to the sick, 57. I have distributed 15 Bibles and 1,000 tracts.

GOTHENBURG.

Mr. CHRISTIAN NIELSEN writes on January 1:

On October 25 we had the third anniversary of the opening of our Seamen's Bethel. As usual we had a social entertainment and a gospel meeting in the evening that was attended by about sixty seamen. Among them was an American from South Carolina whom I met that morning on board a Finnish vessel with a crew whose language he did not understand. As I was surprised to find him there, I asked him to tell me how it happened. He had lived a reckless life in Savannah and was at the point of starvation, when some one reported the fact to his mother, who came to Savannah to take him home; "but," he said, "when

I heard that she was coming and the boarding-master offered me the chance I took it to get out of the way; that is all." Poor suffering mother! I tried to be kind to him and brought him some books and a few tracts, but he appeared to be indifferent. In the evening he asked me for a Bible. I was a little surprised at his request, and said "Why, you want a Bible and only this morning you appeared to care nothing for God's word or the sufferings of your old mother?" "Sir," he said, "I do care, but it was hard for me to admit to a stranger that I was sorry for what I had done. Ever since I got on board the ship I have had it in my mind to write to mother, and here you see is the letter I have written this evening." When we kneeled before God in my private room a heavy burden had been taken away from my heart. The act of this sailor in the morning had reminded me of a little country house some years ago where an old mother waited five long years to hear from the boy she loved so much, and also her joy when she at last got a letter from him when he by the grace of God and through the kindness of the AMERICAN SEAMEN'S FRIEND SOCIETY's missionary at Copenhagen was brought from death to life. See the LIFE BOAT for December, 1895.

During the quarter our work has been going on as usual with meetings in the chapel and our Bethel. The reading room has been kept open from 9 a.m. to 10 p.m., and the use the sailors have made of the invitation to make our mission their gathering place has given us a blessed opportunity to tell them of God's love. Our special Endeavor meetings have been of much blessing and encouragement. The Seamen's Endeavor Society has gained fourteen new members.

At Christmas about one hundred and fifty sailors gathered at the Sailors' Home around the Christmas tree; also at our Bethel we had a gathering for about ninety whom we had invited from vessels that had had Christmas in the North Sea.

On Christmas day we made visits to all the canal boats and to the barges to distribute tracts and copies of God's word to the men. It was a day full of blessing. We had the privilege of praying with a barge master and an ordinary seaman who sought forgiveness of sin and power to live as children of God. Our heart is full of thanks and gratitude for the blessings which we have realized in our work in this precious field of labor.

Number of religious services in chapel,

15, on ships, 8, in hospital, 12, elsewhere, 9; average attendance of seamen, 47; religious visits on shipboard, 258, to hospitals, 12, to families and boarding houses, 187; Bibles and Testaments distributed, 161, tracts, books and magazines, 3,534.

Denmark.

COPENHAGEN.

The Rev. A. WOLLESEN writes on January 1:

In my daily work on ships I have supplied crews of nine different nationalities with Holy Scriptures and suitable reading in Bible bags, which on their return have been exchanged; my aim has not been to make a large number of visits to put down in my journal, but to leave a mark on hearts in the forecastle as well as in the cabin. I have expounded the Bible, offered prayer or sang some hymns selected for the occasion, repeated over and over again the happy news of a Saviour revealed from heaven.

Our reading room has been open daily and the visits have exceeded any previous record. The reading room has been well supplied with profitable reading in various languages, religious, historical, navigation, information of life saving stations and a large selection of sea charts and maps. The writing and inquiry rooms are supplied with Scripture texts and pictures such as "Dear seaman, don't forget to write home." Every article in this line is freely given.

I have observed how the truth has worked in the hearts of both the converted and unconverted, tears of repentance showing what an evil thing it is to sin against God; confessions of transgression have been made, and the sad marks in conscience have been blotted out by faith in Him who was wounded for our transgressions and bruised for our iniquities. A number of clergy and lay workers have themselves been encouraged by the large and attentive audiences of mariners, many of the toilers of the ocean have been led to the cross, and believers walking in the fear of the Lord and of the Holy Ghost have been multiplied, and I rejoice to state that in the advancement of our evangelizing efforts our most sanguine expectations have been more than realized.

November 5 we celebrated our twentieth anniversary in connection with our Lutheran friends. Our chapel was decorated with American flags, the reading, inquiry

room and chapel were completely packed by our audience gathered in from Danish, Swedish, Norwegian and Finland ships. The Rev. Mr. PRIOR, whose interest in the men of the sea has been manifested for years, preached. Thanks were offered to various Tract and Bible Societies, and to the AMERICAN SEAMEN'S FRIEND SOCIETY for its annual donation and unwavering interest in the toilers of the ocean from these northern regions. Nine Bible bags and twenty-five Testaments were distributed that evening and at an after-meeting in which captain OLSEN, of Kragero, and captain INGVERSEN and several others took a part; their testimonies and prayers were felt as a fresh breeze from the ocean of love, business was transacted for eternity.

On November 10 Mrs. WOLLESEN and I celebrated the twenty-fifth anniversary of our marriage. Early in the morning we were awakened by a number of brothers and sisters who came to our home and sang sacred hymns composed for the occasion. We were the recipients of many valuable gifts, tokens of appreciation and affection. In the forenoon my wife and I together with a number of friends partook of the Lord's Supper, and the rest of the day was devoted to thanksgiving and prayer. The loving kindness and tender mercies of which we have been the recipients in these years are more than tongue can tell.

From November 21 to 24 a bazaar was held in Larsen's Hall in Copenhagen for the benefit of the Danish-American Mission, Mission to the Jews, Lowenthal's Mission, Santhal Mission, Tamal and China Mission, Andrea Gelert's Frank Mission to Seamen in Calcutta, Danish Mission to Seamen in Foreign Lands. Every mission had its own store and treasury. Daily at one and six o'clock services in behalf of the various missions were held. Thousands gave attendance and one thousand and five hundred kroner were also given to the treasury of the Danish Mission to Seamen. The Rev. Mr. KORBO, formerly missionary to seamen in England, pleaded the seamen's cause. The Danish missions to seamen in Hull, Newcastle, London and Hamburg had proved a blessing to the toilers of the sea. Church authorities in Hamburg have been opening their sanctuaries and a reading room has been rented, our missionary has toiled for years, but a Danish Church with a reading room and an apartment for the chaplain is now built and will be dedicated in the spring. The Rev. Mr. HOY has work-

ed with energy and zeal and glorious news is often heard from that field.

The Christmas festivity brought together between two hundred and fifty and three hundred Scandinavian, thirty-three German and forty-four British mariners. Princess MARIE, the beloved wife of Prince WALDEMAR, gave a Christmas tree with royal gifts. She with three sons partook in our festivity. After a religious service coffee and cake were served and each seaman received a little present which will be useful on the ocean. The old lamentation is that on such or similar occasions our dear old Bethel ship is too small to contain the multitude of mariners who love that dear spot. A Christian gentleman (merchant) interested in every Christian endeavor and especially in the men of the sea, declared himself willing to subscribe the first one thousand kroner to a new building on shore with larger and better accommodations for seamen. In answer to many prayers this will surely come, but as the Christians in Denmark just at present are called upon to contribute to the erection of a new church in Copenhagen, we shall in a more convenient season make our humble request known.

Number of religious services held in chapel, 44 on ships, 14, in hospitals, 3, elsewhere, 3; average attendance of seamen at religious services, 170, of others, 50; religious visits to hospitals, 33, on ships, 382, in boarding houses and families, 356; Bibles, Testaments and gospels distributed, 324, tracts and printed sermons, 6,400.

Germany.

HAMBURG.

Mr. H. M. SHARPE writes on January 20:

During the past year one thousand six hundred and twelve seamen have attended our services, twenty-eight of that number have found the Lord Jesus. One of them said to me "It seemed too good to be true, but I believe it." Sixteen thousand four hundred and forty-two seamen have visited our Institute during 1899, many of them Americans, and many landing destitute, being shipped by the boarding masters of the different ports of America, who take all the advance, from twenty-five to thirty dollars. How we manage to get them all away it seems to me wonderful. For some we beg passage to England, some we in-

duce kind captains to take to America to work their way. Anyhow they still come and go, but I do trust that the day is not far distant when the enemies of the sailors will not be able to fleece Jack as they do at present. Six hundred and ninety-seven residents have called to give us encouragement and help in various ways; 2,564 letters were written and received. I have made 114 visits to lodging houses, to hospitals, 63; saw and spoke to 121 sick seamen; 273 visits to shipping offices and British and American consulates; 686 seamen have come to our Sunday teas. I have distributed 2,950 tracts, and put on board outward bound ships 762 large bundles of good reading; have visited 1,645 ships, English and American; issued 556 tickets for free meals and 185 for free beds. That is the work done that we can see. But I believe that much more will unfold to our view in the great day of the Lord. I think when I arrive on the other shore I shall meet with men that I have met with below.

The ladies and gentlemen, English and American, supported by the committee, and assisted by the personal efforts of Dr. WOODHOUSE and the Rev. W. C. CHISHOLM, provided a dinner on December 26 and New Year's day for the seamen, British and American. The Institute was prettily decorated with evergreens and holly from the good old town of Boston, England, and there was a beautiful Christmas tree dressed by Miss J. SHARPE. To the Christmas dinner came one hundred and fifty-one seamen, and to the concert which followed, two hundred and thirty seamen and thirty-five residents. H. B. M. Consul-General presided. In the audience was the American Consul, Dr. and Mrs. PITCAIRN, the Vice-Consul, Mr. PAGSON, Rev. Dr. and Mrs. WOODHOUSE, the Rev. W. C. and Mrs. CHISHOLM, and Mrs. WARD, wife of the Consul General. Several seamen took part in singing songs and giving readings and recitations. The consul wished success to the British and American Sailors' Institute and to those who look after it. To the New Year's dinner not so many seamen came, owing to rough weather at sea and thick fog in the river. At this concert one hundred and seventy seamen were present. Readings, recitations and songs were given and sung by sailors, ladies and gentlemen. The chairman proposed the missionary and family, which was received with cheers. The chairman said he would give them "Pull for the Shore," slightly altered,

"Steer for schaartor, boys, steer for schaartor, boys, there you are welcome, boys, and will find an open door; come when you can, boys, always when on shore, shape your course right often, boys, and make for schaartor." The singing of the Star Spangled Banner and the national anthem brought to a close our festive gathering for 1899 and 1900.

Number of English ships in port since last statement, 990; religious services held in chapel, 14, elsewhere, 18; average attendance of seamen at religious services, 26, of others, 4; religious visits to hospitals, 19, on ships, 392, in boarding houses, 30; Bibles and Testaments distributed, 18, tracts, 810.

Belgium.

ANTWERP.

The Rev. J. ADAMS writes on January 23:

I am glad to be able to state that all our agencies are vigorous and active. I am drawing near the close of my eighth year of service here and never during the whole of that time has the Institute been more prosperous. The visits to the reading room for the month of December last average between seventy and eighty daily. Our religious services have also been well attended. Sometimes our church has been quite full on Sunday evenings. Altogether we have cause for much encouragement and gratitude, and we render thanks to Him who has called us and who has helped us hitherto.

Number of ships in port since last statement, 1,413; religious services held in chapel, 112; attendance of seamen at religious services, 5,184, of others, 2,738; religious visits to hospital, 39, on ships, 1,123, in boarding houses, 57; tracts distributed, 7,200.

Italy.

NAPLES.

¶ Mr. GEORGE BELL writes on January 1:

We have every reason to be grateful to God that our efforts to help the seamen and win them to Christ have not been in vain. During the past months we have been helped and cheered by visits from several American missionaries on their way to India. We have had a good number of sailors at our Bethel meetings, and they have almost always given me a hearty welcome when I have visited them

on board the ships. One young sailor came to me lately and said that he was here seven years ago when a boy, and attended our meetings, and had never forgotten us. He remembered the Bethel workers by name, and inquired for them all. He told me that he asked me for a Bible and I gave him one. He has carried it with him ever since, and said that he would not part with it for anything.

I find, in reading the SAILORS' MAGAZINE, that a very valuable part of the work is that of distributing good books, and I can bear my testimony to the good results that flow from supplying the seamen with healthy literature. The other day an officer told me an interesting little story when we were conversing on this subject. He had read a book (which I also have read and value) and then handed it to a companion who was not a Christian. This young man had arranged to go ashore in the evening with a companion from another ship to "paint the town red." He began to read the book; his friend called for him, and was surprised to find that he was not ready to go on shore. "No," he said, "I have not forgotten, but I am not going." "But you know you promised." "Yes, but since then I have been reading this book, and I have changed my mind, as I have found something better." This is but one instance among many I could give to show that the reading of a good book is often the means of keeping men from open sin and preparing the heart to receive Christ.

A good part of our time is spent in visiting the hospital. It goes without saying that for the most part the patients are glad to see us, as they are strangers in a strange land. For several months I visited an old American gentleman who was taken ill here. We had many talks about spiritual things. He has since gone, we believe, to be for ever with the Lord. It is a comfort to think that our visits helped to cheer him and strengthen his faith. A young American soldier on his way home from the Philippines, took ill on board ship and had to be left here. He too expressed his gratitude for our visits, and spoke of the good he had received. We have received many letters from sailors and others telling us of good received during their stay here. A gentleman told me lately that he had a letter from a sailor saying how he had been blessed by his visits to the Bethel.

We in Naples shall try, by using the same old means, the preaching of the gospel, to make the new year the begin-

ning of a new life to many of our sailors. Let us pray for an outpouring of the Holy Spirit, whose work it is to bring men to Him who maketh all things new.

Number of religious services held in

chapel, 52, on shipboard, 9; attendance at religious services, 1,400; religious visits made to hospitals, 43, on ships, 650; Bibles and Testaments distributed, 15, tracts and books, about 4,000.

At Ports in the United States.

Connecticut.

NEW HAVEN.

At the recent annual meeting of the Woman's Seamen's Friend Society Mrs. WINCHELL, to the regret of all, retired from the presidency and Mrs. MONSON was elected in her place. The bequest of the Bradley estate is not yet in hand, but when received it will relieve the New Haven Society of all anxiety for many years to come. The report of the chaplain, the Rev. J. O. BERGH, was very encouraging. The society keeps sixty loan libraries in motion.

New York.

SAILORS' HOME.

Capt. Wm. DOLLAR writes on February 7:

The meetings lately at the Sailors' Home have been very encouraging. The Rev. G. B. CUTLER comes over frequently on Saturdays and conducts the meeting at one of our services. One of the boarders arose and confessed that from that day he was determined to serve the Lord. Our numbers are not many but we still find God true to His word, "Wherever His name is recorded He will come unto us and bless us," and "those who seek Me early shall find Me." Family worship, night and morning, is conducted, we trust with many good results. Sailors boarding at the Home are bountifully supplied with good reading matter and often with comfort bags, as we receive them from numerous friends. Tracts are distributed among the seamen on shore, the hospitals are visited, also a word of encouragement is given to those who are cast down.

NAVY YARD.

The Rev. G. B. CUTLER writes on February 1:

A much larger attendance at our meetings for prayer and worship the past month, in fact larger than since last April, the men seeming to enjoy the services and a good degree of interest has been maintained. I am the only Protes-

tant missionary connected directly with the Navy Yard, Marine Barracks or Naval Hospital at this time, and very possibly for some time to come. I conducted a gospel service at the Marine Barracks last week which was well attended. I have visited the hospital several times of late, conversing with the sick and with those convalescent, all of which is very much appreciated by the men. One young man there at this date, suffering periodically from soreness of body and from loss of memory, was asleep in his hammock on the U. S. S. *Maine* when she was blown up in Havana harbor, and in some manner was thrown out through the deck above, to which his hammock was hanging, yet escaped with his life. He says he knows no more about the blowing up of the ship than we do; he was asleep, and when he came to, he was in a cot ashore. The other boys call him the "human armor-piercing projectile."

A number of men have sought Christ the past month. We have aided captain DOLLAR in several meetings at the Sailors' Home, 190 Cherry Street, the past month, and good has been done there. Brother DOLLAR is one whose life is a sermon of Christ, known and read of all men. We have been favored by being able to secure the Fiske Jubilee Singers, who gave a gospel concert on board the receiving ship *Vermont*. Truly God has blessed us all the past month.

Virginia.

NORFOLK.

The Rev. J. B. MERRITT writes on January 31:

To-day closes my first month in our new quarters, and the success has been beyond my fondest hopes. I think the attendance has been phenomenal considering the number of sailors in the port; we have had three hundred and fifty-four present during the month; we have a nice reading and coffee room and the sailors appreciate these most highly. The behavior has been good, the men reverent, always ready to engage in religious services.

Florida.

PENSACOLA.

Mr. H. C. CUSHMAN writes on January 1:

After climbing the steep, long ladder from the dock to the deck of an English steamship I gave all hands some seeds of the gospel of peace for their spiritual cultivation. We have more steamships and less sailing vessels this season. It is quite a difficult matter to get these steamship men under the influence of the gospel, for they work from six to six and then it takes an hour for bathing and supper, when often the men are too tired to attend Bethel services and so they either retire or gather about a dim lantern, taxing their eyesight to the utmost to read the excellent books and papers furnished them by our society. Captains of vessels dislike their crews to go ashore, and there is a good reason for this, for the number of death traps is increasing, I mean saloons and brothels; these places are open at all hours and some sailors are easy victims and get into trouble. The mate of a vessel was robbed at one of these death traps, and when he came to me after one of the Bethel services, his eyes were filled with tears, he was deeply repentant, and could find no comfort, could not even pray until I prayed for and with him, when after an hour's wrestling in prayer, he was restored to the joy of salvation. "What a privilege to carry everything to God in prayer." We have wrestled with God for four other seamen whom we hope are now trusting in Jesus for salvation. It was also my privilege to pray for and with three others at the Marine Hospital, two were railroad men (one colored), and the other a pensioned soldier, but now a fisherman. "I love to tell the story of unseen things above, of Jesus and His glory, of Jesus and His love, I love to tell the story because I know it's true, it satisfies my longing as nothing can do." We have an increasing fleet of schooners engaged in our fisheries. Some of these fishermen are good Christians. Our fleet of lighters (schooners of small size) have crews of young Floridians and my work among them is encouraging. No doubt the number of naval and merchant vessels will increase and the work and life of the marine evangelist must also. We have six consecrated teachers in the Anchorage Sabbath School and our School is growing. Mr. L. H. GREEN, the efficient president of our Citizen's Na-

tional Bank, has given us occasionally many illustrated magazines and papers. Mr. GREEN and three other gentlemen gave us thirty-two silver quarter dollars, and these were placed in a like number of pocket books and presented to the children for Christmas presents. Mr. JAMES O'BRIEN of the Seamen's Bethel gave all the sailors he could find a Christmas dinner. He gave them many presents of clothing, shoes, comfort bags, &c. We do not have Christmas trees for our seamen, giving gifts once a year, but we can say that our presentations are all the year, but the idea of the Scandinavians is a good one, when it brings the sailors and officers to worship together at one time and one place.

One drunkard was told by his wife that he would die a drunkard and go to hell drunk. He said to her that he would go down to Dr. CUSHMAN and take the pledge, and that God would deliver him from such a death. I saw him recently well clothed and in his right mind, could say with the words of the old hymn "I once was lost but now I am found, was blind but now I see."

Number of American vessels arrived from October 1, 1899, to January 1, 1900, 26, British, 48, all others, 86; services held in chapel, 27; average attendance of seamen, 8, of citizens, 5; visits to hospitals, 14, to ships, 273, to boarding houses, 55; Testaments distributed, 115, religious papers, 661, tracts, 1,047; temperance pledges, 1; services in rooms, 27; average attendance of seamen and citizens, 12; sessions of Sabbath School, 14; average attendance of children, 16; noon prayer services, 78; average attendance, 6; seamen furnished with lodging, 4.

Georgia.

SAVANNAH.

Mr. H. IVERSON writes on January 9:

Number of American ships in port since last statement, 192, all others, 81; religious services held in chapel, 50; average attendance, including weekly prayer meetings, 49; temperance meetings held, 4; visits to vessels, made for religious purposes, 186, to hospitals, 10; I have distributed many tracts and other reading matter, and some Italian Testaments.

The Ladies' Auxiliary of the Port Society gave a Christmas tree for two hundred and seventy-five seamen on December 26. An address was made by the

Rev. Mr. CHAPMAN, and refreshments were served in abundance by the ladies, and then came the useful Christmas presents to all of them, which added a great deal to the enjoyment of the sailors. The ladies are doing more good work for the sailors every year. The board of directors gave me \$50 in December to use for new reading matter for our reading room, and \$25 for hymn books for the chapel. I have also got a good supply of tracts from Mr. MUNSTER, of Belfast, and from the AMERICAN SEAMEN'S FRIEND SOCIETY.

Louisiana.

NEW ORLEANS.

At the fortieth anniversary of the Seamen's Friend Society many of the city ministers were present and much enthusiasm was shown. The chaplain, Mr. SHERRARD, concluded his report with the following statement for the year:

Visits made to ships, 785; seamen using reading room, 7,128; letters written by seamen, 1,693; services at Bethel, 60; sailors in attendance, 785, citizens, 780; concerts and teas given, 36; sailors in attendance, 1,909, citizens, 2,593; visits made to hospitals, 85; services held in hospitals, 50; attendance at services, 384; invitations and tracts distributed, 7,752, papers, 9,372, magazines, 3,093, Bibles, Testaments and gospels, 754, comfort bags, 258; lodgings supplied to destitute seamen, 1,193, meals supplied to destitute seamen, 413; shipwrecked sailors cared for, 12.

The Rev. Dr. ALEXANDER made a most sympathetic address. The report of the Ladies' Auxiliary spoke of the organization of this auxiliary upon the old foundation of the Ladies' Bethel Association, in January of last year. They had begun their work by raising money and adding it to the superintendent's salary, but as they afterward concluded that this was not exactly the purpose of their work, they devoted their funds strictly to the Bethel, painting it within and without, arranging for the Saturday evening teas, which they gave, assisted by circles of King's Daughters and church societies. The report spoke of the Christmas dinner, New Year's supper and the comfort bags which they had furnished, all of which were most gratefully received. The report concluded with the thanks of the auxiliary to their friends who had helped and encouraged them in their work.

Chaplain SHERRARD is to be congratulated on the progress his work is making.

Washington.

PORT TOWNSEND.

Mr. C. L. TERRY writes on January 11:

Our work since last report has been blessed of God; some twelve in all have made a profession and about one-third of this number have shown that a deep spiritual work had been wrought in them by the Holy Ghost. The young man whose letter to Mrs. TERRY appeared in the November Magazine is selling the books of the Bible Institute Colportage Association of Chicago, with the intention of gaining a scholarship in the Moody Bible Institute at Chicago, in order to fit himself for more efficient work in the Lord's vineyard, as he has felt the call of God to "Go work in my vineyard." This brother (who plays the small organ nicely) and myself have been going out Sunday forenoons to the government works at Point Wilson and there holding services with the construction gang. God has given us one precious trophy in the person of the blacksmith, who has been grandly saved, praise the Lord.

On the Friday before Christmas we had our regular Christmas entertainment, the seamen, about one hundred strong, having the right of way in all that was to be heard and had. The men at the Marine Hospital were granted special leave in order that they might enjoy the evening, a conveyance being provided by our society to take them to and from the entertainment. The surgeon in charge at the hospital cannot be praised too highly for his consideration of the patients' feelings. They were also allowed to decorate their respective wards and you may rest assured there was rivalry between them akin to that displayed by the port and starboard watches in their competition for supremacy. The doctor made each patient a Christmas present of a corn cob pipe and tobacco (something I heartily wish they did not use) and a nice little booklet with spiritual verses (which I earnestly pray they may learn to love and appreciate).

The Magazines are much appreciated. I gave one to Capt. CUTLER, of the bark *Kleckitat*, that he might read of his brother's blessed work at the Cob Dock, and of all the other precious things contained therein. The Magazine is a literary nut full of sweet meat. God bless and help us to win souls by all means.

The Planets for March, 1900.

MERCURY will be visible for a few days about March 7 low in the west after sunset.

VENUS will continue to be a magnificent object in the early evening; increasing in brightness and moving slowly farther from the Sun.

MARS will not be well visible.

JUPITER will rise about midnight and will be visible in the south-east and south the rest of the night.

SATURN will be visible in the early morning in the south-east. The Moon will run over Saturn on the morning of March 24; disappearance at the Moon's bright edge about 1.25 a. m.; reappearance at the Moon's invisible edge about 2.30 a. m.

Princeton.

T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by Capt. H. O. Appleby, Lessee, for the month of

JANUARY, 1900.

Total arrivals..... 98

Receipts for January, 1900.

NEW HAMPSHIRE.

Keene, Mrs. H. B. Eastman..... \$ 1 00

VERMONT.

Lower Cabot, Mrs. Jas. P. Stone..... 1 00

MASSACHUSETTS.

Dalton, Mrs. Mary E. Crane..... 100 00
Stockbridge, Mrs. S. B. Cone..... 5 00
Templeton, Trinitarian S. S., for a library..... 20 00

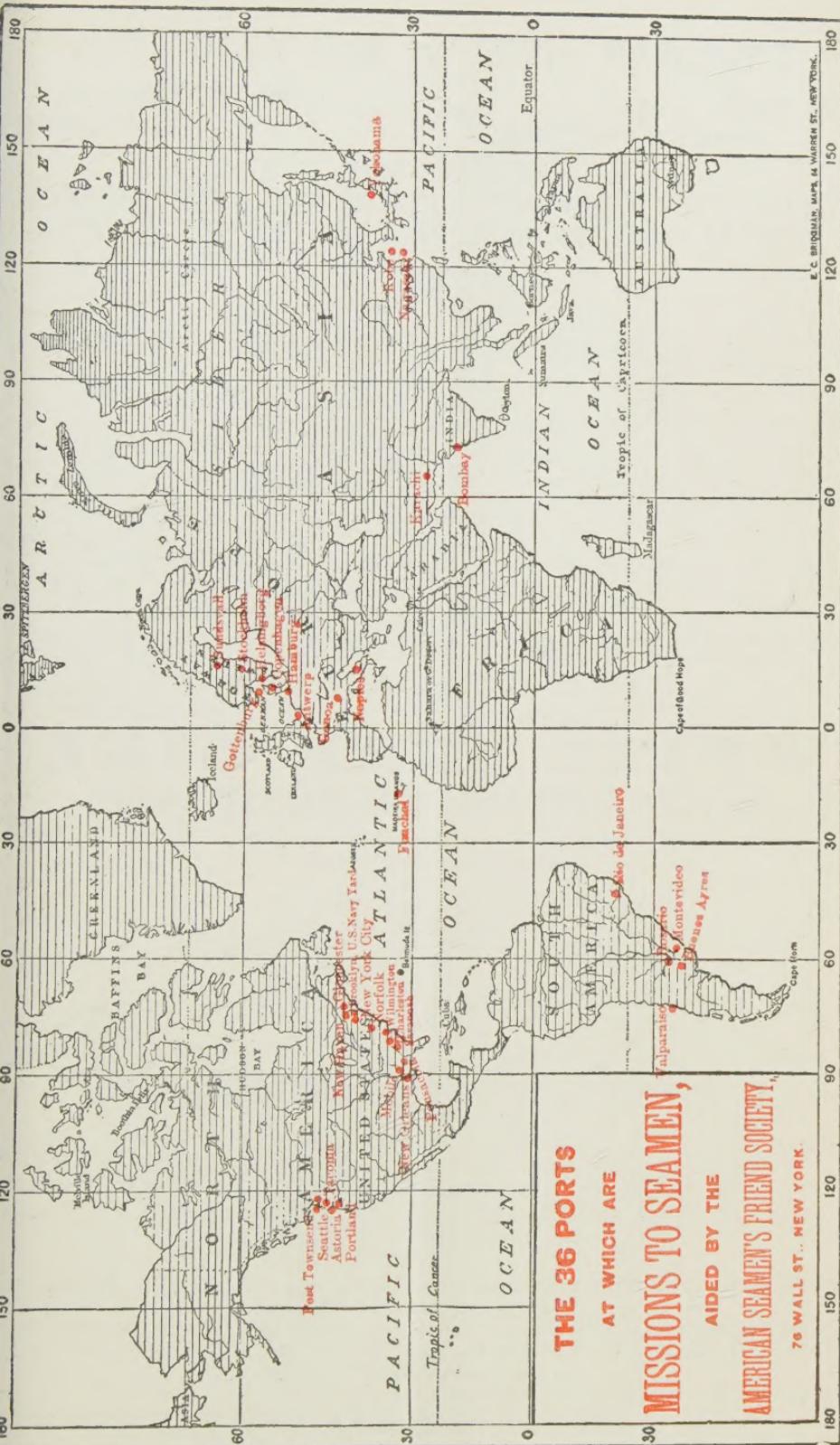
RHODE ISLAND.

Pawtucket, Congregational Church.. 79 71

CONNECTICUT.

Bethel, First Congregational Church. 10 55
Branford, H. G. Garrison. 8 00
Clinton, Mrs. Effie Stevens Cramer. 5 00
Danielson, Westfield Congregational Church. 5 92
Enfield, First Congregational Church. 5 00
Groton, Groton Congregational Sunday School, for a library. 20 00
Hartford, Pearl Street Congregational Sunday School, for library.... 20 00
Lyme, First Congregational Church. 10 00

Meriden, a friend and member of the First Congregational Church.....	5 00
New London, First Church of Christ.....	8 88
Norwich, First Congregational Ch... .	14 62
Greenville Congregational Church.	3 00
Orange, Congregational Church,.....	9 15
South Britain, Congregational Ch... .	4 66
Southport, Congregational Church	
Sunday School.....	5 00
Talcottville, Congregational Church	
Sunday School.....	10 00
Thomaston, First Congregational Ch.	9 49
Wallingford, First Congregational Church, additional.....	36 90
West Hartford, First Church of Christ	21 03
Westport, Saugatuck Congregational Church.....	9 83
 NEW YORK.	
Albany, The W. C. T. U. of Suffolk and Cayuga Counties, for a library to be called the "Suffolk-Cayuga Library".....	20 00
Brooklyn, First Presbyterian Church	67 88
East Bloomfield, Congregational S. S	18 50
Malone, The Ladies' Aid Society of the Congregational Church for a library to be called "The Ladies' Aid Society of the Malone Congregational Church Library".....	20 00
Newburgh, Mrs. Mary T. Wilkinson, for libraries, <i>in memoriam</i> Nelson Heth Canfield.....	100 00
New Rochelle, Sunday School of First Presbyterian Church, for a library.....	20 00
New York City, Elbridge T. Gerry...	200 00
James H. Dunham.	100 00
Steamship collections from the White Star line, received per E. J. Adams.....	100 00
Steamship collections from the International Navigation Co.'s lines, received per H. G. Phillips, cashier	14 82
Morris K. Jesup.....	50 00
Mrs. E. Achincloss, for a memorial loan library, \$20, and for loan library work, \$10.....	35 00
C. S.....	25 00
E. C. Benedict	10 00
Wood's Memorial Chapel, balance for a loan library.....	10 00
Collegiate Reformed (Dutch) Ch., additional.....	6 00
Mrs. E. A. Bulkley	5 00
Plattsburgh, Margaret D. Edwards..	5 00
Poughkeepsie, friends in Poughkeepsie.....	50 00
Sherburne, a friend.....	2 00
Valley Cottage, a friend.....	1 00
 NEW JERSEY.	
Blairstown, Wm. H. Vail, for a loan library	20 00
Mrs. C. E. Vail, for a loan library	20 00
Franklin Park, Louise Cortelyou....	2 00
Jersey City, Caroline L. Ames.....	4 00
Madison, First Presbyterian Church.	85 28
Morristown, South Street Presbyterian Church	72 88
Newark, Second Presbyterian Ch... .	12 50
Palmyra, L. B. Blydenburgh.....	1 60
Princeton, Miss Janetta Alexander, for loan libraries and to revive loan library No. 8,723.....	100 00
Stanley, Mrs. Sarah C. Bonnell.....	1 00
 MINNESOTA.	
Northfield, Mrs. Mary Stegner.....	4 00
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PARIS	-	" "	-	10,795	PENNLAND	-
KENSINGTON	-	" "	-	8,669	BELGENLAND	-
SOUTHWARK	-	" "	-	8,607	RHYNLAND	-
FRIESLAND	-	" "	-	7,116	NEDERLAND	-
WESTERNLAND	-	" "	-	5,736	SWITZERLAND	-

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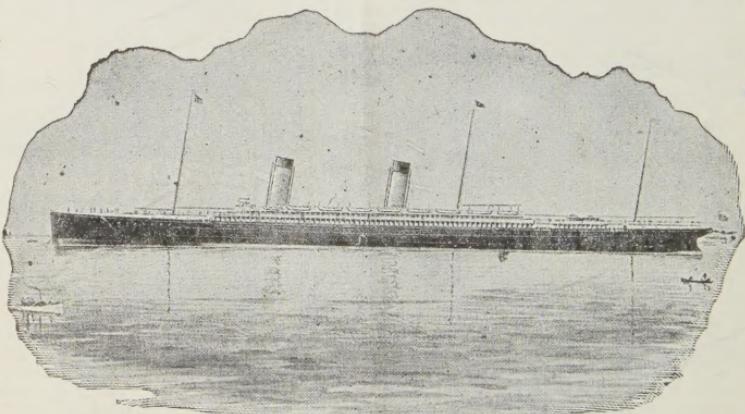
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Gottenburg.....	Christian Nielsen.
enmark: Copenhagen.....	Rev. A. Wollesen.
ermany: Hamburg.....	British and American Sailors' Institute, H. M. Sharpe.
elgium: Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
aly: Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
ndia: Bombay.....	Seamen's Rest, F. Wood, Superintendent.
Karachi.....	Rev. W. H. Dowling.
apan: Yokohama.....	Rev. W. T. Austen.
Kobe.....	Edward Makeham.
Nagasaki.....	John Makins.
hile: Valparaiso.....	Rev. Frank Thompson.
rgentine Republic: Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
Rosario.....	Rosario Sailors' Home and Mission, F. Ericsson.
uguay: Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
adeira: Funchal.....	Mission to Sailors and Sailors' Rest, Rev. W. G. Smart.
assachusetts: Gloucester.....	Gloucester Fishermen's Institute, Rev. E. C. Charlton.
onnecticut: New Haven.....	Woman's Sea, Friend Soc'y of Connecticut, Rev. J. O. Bergh.
ew York: Sailors' Home.....	Capt. Wm. Dollar.
Brooklyn U. S. Navy Yard.....	Rev. G. B. Cutler.
irginia: Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
orth Carolina: Wilmington.....	Wilmington Port Society, Rev. A. D. McClure.
outh Carolina: Charleston.....	Charleston Port Society, Rev. P. A. Murray.
lorida: Pensacola.....	Pensacola Port Society, Henry C. Cushman.
orgia: Savannah.....	Savannah Port Society, H. Iverson.
abama: Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
exas: Galveston.....	Galveston Port Society, Rev. J. F. Sarner.
ouisiana: New Orleans.....	New Orleans Port Society, James Sherrard.
regon: Portland.....	W. S. Fletcher.
Astoria.....	Rev. J. McCormac.
ashington: Tacoma.....	Tacoma Seamen's Friend Society, Rev. R. S. Stubbs.
Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
Port Townsend.....	Port Townsend Seamen's Friend Society, C. L. Terry.

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Location.

Location.	Established by	Keepers,
portsmouth, N. H., No. 101 Market St.....	Seamen's Aid Society.....	James F. Slaughter.
oston, Mass., N. Sq. Mariners' House.....	Boston Seamen's Aid Society.....	Capt. J. P. Hatch.
Phineas Stowe Seamen's Home.....	Ladies Bethel Soc'y, 8 N. Bennett St.....	George C. Smith.
East Boston, 120 Marginal St.....	Episcopal City Mission.....	James M. Battles, Supt.
ew Bedford, Mass., 14 Bethel Court.....	Ladies' Branch N. B. P. S.....	E. Williams.
ew York, N. Y., 190 Cherry St.....	American Seamen's Friend Society.....	Capt. H. O. Appleby.
59 Market St.....	Epis. Missionary Society for Seamen.....	Daniel Montgomery.
rooklyn, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.....	Capt. C. Ullnars, Supt.
112 First Place.....	Finnish Lutheran Seamen's Home.....	
hiladelphia, Pa., 422 South Front St.....	Penn.	Capt. R. S. Lippincott.
altimore, Md., 418 South Ann St.....	Port Mission, Woman's Auxiliary.....	Miss Ellen Brown.
1737 Thames St.....	Wilmington Port Society.....	Mr. Christofferson.
ilmington, N. C., Front and Dock Sts.....	Ladies' Seamen's Friend Society.....	Rev. P. A. Murray.
harleston, S. C., 44 Market St.....	Ladies' Seamen's Friend Society.....	
Iobile, Ala.....	New Orleans Seamen's Friend Soc'y.....	Capt. Melvin Staples.
ew Orleans, La.....	San Francisco Sea. Friend Society.....	Rev. J. O. Bergh, Supt.
an Francisco, Cal.....	Ladies' Seamen's Friend Society.....	
ew Haven, Conn.....		

MARINERS' CHURCHES.

Location.

Location.	Aided by	Missionaries.
ortland, Me., Fort St., n. Custom House.....	Portland Seamen's Friend Society.....	Rev. G. Southworth.
oston, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
Bethel, 287 Hanover St.....	Boston Seamen's Friend Society.....	" S. S. Nickerson.
Charlestown, 46 Water St.....	Episcopal City Mission.....	Mr. S. H. King.
East Boston Bethel.....	Methodist.....	Rev. L. B. Bates.
" 120 Marginal St.....	Episcopal City Mission.....	" W. T. Crocker.
oucester, Mass., 6 Duncan St.....	Gloucester Fishermen's Institute.....	" E. C. Charlton.
ew Bedford, Mass.....	New Bedford Port Society.....	" E. Williams.
ew Haven Conn., Bethel, 61 Water St.....	Woman's Seamen's Friend Society.....	" John O. Bergh.
ew York, N. Y., Catharine, c. Madison.....	New York Port Society.....	" Samuel Boutl.
128 Charlton St.....	" Westside Branch.....	Mr. John McCormack.
34 Pike Street, E. R.....	Episcopal Missionary Society.....	Rev. A. R. Mansfield.
399 West Street, N. R.....	The Seamen's Christian Ass'n.....	" Stafford Wright.
341 West Street, N. R.....	Episcopal Missionary Society.....	" W. A. A. Gardner.
21 Coenties Slip.....	"	" Isaac Maguire.
53 Beaver Street.....	Finnish Lutheran Seamen's Church.....	" V. K. Durchman.
rooklyn, N. Y., U. S. Navy Yard.....	American Seamen's Friend Society.....	" G. B. Cutler.
193 9th Street, near Third Avenue.....	Danish Ev. Luth. Seamen's Mission.....	" R. Andersen.
Scand., William St., near Richard.....	Norwegian Luth. Seamen's Mission.....	" Jakob Bo.
hiladelphia, Penn., cor. Front & Union.....	Presbyterian.....	" H. F. Lee.
N. W. cor. Front and Queen Sts.....	Episcopal Miss. Ass'n for Seamen.....	" Geo. S. Gassner.
Front Street, above Navy Yard.....	Baptist.....	"
Washington Ave. and 3rd Street.....	Methodist.....	" W. Downey.
Port Missionary, 1420 Chestnut St.....	Seamen's Union Bethel Society.....	" E. N. Harris.
altimore, Md., Aliceanna & Bethel Sts.....	Port Mission.....	" G. W. Heyde.
815 South Broadway.....	Norfolk Seamen's Friend Society.....	K. S. Willis, Mr. S. Olsen.
orfolk, Va., Sea. Bethel, 327 Main St.....	Wilmington Port Society.....	Rev. J. B. Merritt.
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OBJECTS OF THE SOCIETY.

ARTICLE II, (of Constitution).—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—See preceding page for list of missions and missionaries of this Society.

LOAN LIBRARIES.—On American vessels leaving the port of New York loan libraries are placed for the use of the officers and crews. Each library costs \$20 to the donor, contains 43 well selected books, and is returned and sent out again as long as it lasts. The donor of each library is informed when and where it goes, and the effort is made to secure for the donor a report of its usefulness. These libraries build up the mental, moral and religious life of seamen, and are often the means of their conversion. The whole number of new libraries sent out by the Society up to December 1, 1899, was 10,674. Calculating 12,612 reshipments, their 573,573 volumes have been accessible to 410,790 men. Sunday Schools and Church Societies (Y. P. S. C. E. &c.) as well as individuals send these libraries to sea.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society and is leased as a boarding house under careful restrictions. A missionary of the Society resides in the Home and in its comfortable chapel religious and temperance meetings are held every week. Shipwrecked and destitute seamen receive in it temporary aid.

A list of the Society's periodicals will be found on the second page of the cover of this Magazine.